YEAR IN REVIEW

2020-2021



ALAARAROM LEADERSHIP

SAFEGUARDING OUR PREVENTION AND RESPONSE SYSTEM

President Robert Archibald (City of Homer) and Executive Director Donna Schantz

It will surprise no one to learn the past year has been exceptionally challenging for the Council. The COVID-19 pandemic has brought unprecedented changes and constant uncertainty. Safety precautions required us to look for new ways to monitor drills and adapt projects. While the Council has moved projects forward in our many areas of responsibility and recognizes new realities the pandemic presents, we remain concerned with what we view as a steady deterioration of federal and state oil spill prevention, response, oversight, and enforcement capabilities that continues in Prince William Sound.

However, we are pleased to report that, through it all, our staff, supported by our Board and committee members, have kept our work on track. Our dedicated volunteers have adapted to virtual meetings and remained engaged, again donating hundreds of hours to our mission of promoting the environmentally safe operation of the Valdez Marine Terminal and associated tankers. This report is an overview of major work from the past year, including:

- Analyzing systems protecting the terminal's crude oil piping from corrosion (page 7)
- Monitoring increase of foreign oil tankers (page 7)
- Supporting needed repairs to the U.S. Coast Guard's radar system (page 7)
- Assessing best design and equipment for a rescue tug stationed by Hinchinbrook Entrance (page 7)
- Providing a voice for citizens in the changes to oil spill contingency plans (page 9)
- Creating materials to support communities during a response (page 10)
- Monitoring drills and exercises (page 12)
- And much more

Our prevention and response system is one of the best in the world, and we strive daily to protect and improve upon the safeguards in place. This system was developed through partnerships between the oil industry, federal and state regulators, legislators, and citizen stakeholders: Alaskans working together to ensure an oil spill like the 1989 Exxon Valdez never happens again.

Effective oversight critical to prevent oil spills

For several years, the Council has witnessed declining federal and state budgets and staffing at the agencies responsible for overseeing operation of oil transportation systems in Alaska. Industry has similarly been implementing efforts to reduce costs, including staffing reductions, driven mostly by the low price of oil and lower throughput in the Trans Alaska Pipeline System. These rollbacks, along with the challenges and uncertainty of the COVID-19 pandemic, increase the risk of a spill.

This year, the Council encouraged the Alaska Legislature to ensure sustainable funding for the Alaska Department of Environmental Conservation, Division of Spill Prevention and Response (page 9). Reduced revenues have resulted in a chronic and continuing shortfall. This directly threatens the department's ability to oversee the oil industry in Prince William Sound.

The Council is also concerned about and awaiting the department's proposed changes to Alaska's regulations on contingency plans (page 9). We will be dedicating resources to a thorough review and analysis when information is released for public comment late in 2021.

In 1990, the U.S. Congress specifically identified complacency on the part of industry and government as a contributing factor to the Exxon Valdez oil spill. Just over thirty years later, the system is again threatened by complacency, compounded further by budgetary constraints and efforts to reduce costs.

What's the answer?

The Council and our mission are more important than ever. Our vigilance can prevent backsliding that could lead to another major oil spill. Such a disaster would be devastating for Alaskans, for our livelihoods, for fish and wildlife, and for the marine and terrestrial environment. We raise these concerns so that sensible and effective actions can be taken. Those with the most to lose from oil pollution must have a voice in the decisions that put their livelihoods and communities at risk.

No matter what the future brings, the Council's staff and volunteers will continue to promote the highest level of oil spill prevention and response capabilities for our region.



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ME ARE

The Council is a voice for citizens affected by decisions made by the oil industry in Prince William Sound.

Formed after the Exxon Valdez oil spill, the Council's 18 member organizations are communities affected by the spill, as well as Alaska Native, aquaculture, commercial fishing, environmental, recreation, and tourism groups.

THE COUNCIL'S STRUCTURE

The Council's structure and responsibilities stem from two documents:

- 1. The contract with Alyeska Pipeline Service Company. Alyeska operates the Trans Alaska Pipeline System and the Valdez Marine Terminal. This contract guarantees the Council's independence from industry while also providing the operating funds for the organization.
- 2. The Oil Pollution Act of 1990. The Act requires citizen oversight councils for Prince William Sound and Cook Inlet. The councils promote partnership and cooperation among local citizens, industry, and government; build trust; and provide citizen oversight of oil terminals and tankers.

TWO

DOCUMENTS GUIDE THE COUNCIL:

ALYESKA PIPELINE SERVICE COMPANY CONTRACT

OIL POLLUTION ACT OF 1990

THE COUNCIL IS AN

INDEPENDENT

ADVISORY GROUP

THE COUNCIL WORKS TO REDUCE POLLUTION FROM

CRUDE OIL

IN PRINCE WILLIAM SOUND

OUR RESPONSIBILITIES

The Council works to prevent pollution from the transportation of crude oil through Prince William Sound and the Gulf of Alaska by monitoring, reviewing, and providing advice on:

- Oil spill prevention and response plans prepared by Alyeska and shipping companies moving oil through the region
- The environmental protection capabilities of Alyeska and the tanker operators
- The environmental, social, and economic impacts of these activities
- Government policies, permits, and regulations relating to the oil terminal and tankers

The Council regularly retains experts to conduct independent research and technical analysis on issues related to oil transportation safety.

The Alyeska contract also calls for the Council to increase public awareness of the company's oil spill response, spill prevention, and environmental protection capabilities, as well as the actual and potential environmental impacts of terminal and tanker operations.

> The Alyeska contract calls for the Council to increase public awareness of the company's oil spill response, spill prevention, and environmental protection capabilities.

OUR FUNDING

The Council was initially funded at \$2 million a year. The funding is renegotiated every three years; current Alyeska funding is approximately \$3.76 million a year.

Although the Council works closely with and is funded chiefly by Alyeska, the Council is an independent advisory group. The contract is explicit: "Alyeska shall have no right...to have any degree of control over the formation or operation of the corporation."

PREVENTING AN OIL SPILL

Preventing an oil spill is the most effective way to protect human health and the environment. The spill prevention system in Prince William Sound is among the best in the world. The Council works to keep it that way by reviewing all aspects of the system, including:

- Operation and maintenance of tankers and the Valdez Marine Terminal
- · How the harsh Alaska environment affects the transport of oil
- · Maintaining adequate communications and vessel monitoring

MONITORING WEATHER

The harsh environment in Alaska impacts safe crude oil transportation. The Council studies wind, waves, currents, and other environmental factors that can affect the ability to prevent, respond to, contain, and clean up an oil spill.

Understanding Weather and Sea Currents in Prince William Sound

The Council supports two weather stations in Prince William Sound and the Gulf of Alaska. Information is collected via the Prince William Sound Weather Station Network, developed and maintained by the Prince William Sound Science Center, and co-funded by the Council. Data is available through the Alaska Ocean Observing System.

Port Valdez Weather Buoys

The Council maintains two weather buoys in Port Valdez: one near the terminal, the other near the Valdez Duck Flats. These buoys measure ocean currents, wind, and waves among other details. The Council works with the Alaska Ocean Observing System and the National Oceanic and Atmospheric Administration's PORTS® (Physical Oceanographic Real Time System) to share the data.

OPERATIONS AT THE TERMINAL

Maintenance of Oil Storage Tanks

The Council funded a study of maintenance and inspection records of Tank 8, one of the storage tanks at the terminal, which can hold up to 21,420,000 gallons of crude oil. The analysis showed some corrosion on the tank floor. Alyeska had originally scheduled the floor to be replaced in 2020, but the COVID-19 pandemic delayed the work until 2023. The researchers concluded that the immediate risk of a leak from Tank 8 between now and 2023 is low. However, the study pointed to an apparent error in some of the testing data which may mean that the cathodic protection system is not effectively protecting the tank's floor from corrosion in the long term.

The report also described potential design problems in an underground liner that



Contractor Keith Boswell from National Pipeline Services observes cathodic protection system equipment at the Valdez Marine Terminal



Weather resources for Prince William Sound are available on our website: www.tinyurl.com/TrackingWeather



The Valdez Duck Flats is one of the largest salt marshes in Prince William Sound. This habitat is home to numerous marine birds, waterfowl, shorebirds, and other songbirds and birds of prey. Salmon, harbor seals, and sea otters feed in this rich estuary. The other nearby sensitive area is Solomon Gulch Hatchery, which incubates millions of pink and coho salmon eggs each year.

A "cathodic protection system" limits corrosion on metal surfaces.

prevents any leaking oil from entering the surrounding soil. If the liner is leak-proof as designed, rain and snow melt water could collect on top of the liner and possibly damage the tank floors and internal columns. If the liner has been damaged, then oil could escape into the environment in the event of a spill.

Protecting the Terminal's Crude Oil Piping From Corrosion

The Council commissioned a report analyzing the cathodic protection systems used on the crude oil piping at the terminal. The researchers also reviewed Alyeska's methods for monitoring and testing these systems. The report found that overall, it appears Alyeska has a "very good" program, but there were some important issues to be addressed, including:

- Data used to ensure that the system is operating effectively does not appear to have been collected properly.
- Historical data from 2018 suggests that portions of the piping were not adequately protected.

OPERATIONS ON THE WATER

Foreign Tankers in Prince William Sound

Since 2016, more foreign tankers have been loading oil from the terminal. These vessels may increase risk of an accident or oil spill as crews may be unfamiliar with the harsh Alaska weather or the prevention and response systems that protect our unique region.

A recent incident highlights this potential weak link in our robust regional safety systems. In April 2021, a foreign tanker, the Stena Suede, arrived ahead of its scheduled loading time and dropped anchor in the Gulf of Alaska, about 20 miles outside of Prince William Sound. Weather conditions and damaged equipment resulted in the tanker dragging its anchor for more than 30 hours.

The decision to anchor at that location, when a safe anchorage was located nearby within the

Sound, has raised questions. Stena Shipping, owner of the tanker, and Harvest Alaska are investigating. Many expert marine operators in our region, including the Southwest Alaska Pilots Association, say there is no safe anchorage in the Gulf of Alaska.

The Council is monitoring developments from this incident.

Radar Outage in Prince William Sound

The Council recently became aware that the U.S. Coast Guard's radar system has been down across Prince William Sound due to obsolete equipment. While the system was down, the Coast Guard used a combination of VHF radio, cameras, and Automatic Identification System, or AIS, to track vessels.

AIS is a map-based online monitoring system that transmits vessel information. The Council has been concerned about relying too heavily on AIS, as only vessels over 20 meters are required to have AIS equipment installed. Smaller vessels or objects (e.g., fishing vessels, recreational boats, icebergs) will not be visible to Coast Guard's Vessel Traffic System personnel responsible for ensuring safe navigation in Prince William Sound.

By summer of 2021, the radars covering Port Valdez and the Valdez Narrows were partially back online and the remaining radar at Reef Island was still inoperable. The Coast Guard was to perform an assessment of all three sites and make a long-term determination as to whether to repair or replace the systems. An upcoming review will help the Council better understand how AIS and radar systems work together to prevent accidents.

Assessing the Technology for Escort Tugs Stationed at Hinchinbrook

This year, the Council issued a report that analyzed the best design and equipment for a rescue tug stationed at Hinchinbrook Entrance. This comprehensive report summarizes relevant literature, an analysis of the best design features and equipment needed for this role and environment, and a comparison between that analysis and the tug currently in use.

Detailed findings and Glosten's conclusions can be found in the final report: www.tinyurl.com/HinchinbrookTug

PRANNING & PREPARING FOR AN OIL SPILL

The Council works hard to help prevent spills. It also monitors and supports the extensive planning required to ensure an efficient and effective response if one occurs.

OIL SPILL CONTINGENCY PLANS

Alyeska and the companies who ship oil from the Valdez Marine Terminal are required by state and federal law to prepare detailed oil spill contingency plans.

On behalf of the public, the Council monitors changes to these plans. Significant resources are devoted to ensure the plans remain adequate.

Alaska requires these plans be updated every five years. Changes between those updates require an amendment and major amendments require a public review.



Oil spill contingency plans protect Alaska because they contain details on how companies prevent oil spills and plan to clean it up if prevention measures fail.

THE VALDEZ MARINE TERMINAL PLAN

When the terminal contingency plan underwent its five-year renewal in 2019, the Council identified several concerns which remain unresolved, including the integrity of the secondary containment liner (which directly impacts the terminal's response system) and whether adequate personnel are trained and available to respond to a spill. It is critical that operations are conducted to prevent a spill from occurring and that Alyeska, as the operator, and their Ship Escort/Response Vessel System, or SERVS, can respond.

THE TANKER PLAN

The contingency plan for tankers in Prince William Sound is undergoing its five-year renewal. Changes include a new contractor for aerial dispersant application and the increased use of foreign oil tankers (see page 7). One of the Council's top concerns is that the crews of foreign flagged tankers understand the operating environment and systems in our region.



The Council had advocated for exercises with foreign flagged tankers and the first one (above) occurred with the Los Angeles Spirit, in our area in June, 2021.

ALASKA'S LAWS AND REGULATIONS ON CONTINGENCY PLANS

The Council continues to monitor for potential changes to Alaska's laws and regulations on contingency plans, which the Alaska Department of Environmental Conservation, or ADEC, requested public input on in 2019.

The Council has several concerns around this initiative, including that the request was too broad, lack of transparency regarding communications with industry and other stakeholders after the public comment period closed, and the department's capacity for this review while it is facing drastically reduced funding and critical personnel shortages (see next section).

ISSUES AFFECTING SPILL PREVENTION AND RESPONSE

Besides providing input on contingency plans, the Council tracks other issues that could impact prevention and response.

State Funding for Spill Prevention and Response

During the legislative session in 2021, the Council closely followed a bill that would secure sustainable funding for ADEC's Division of Spill Prevention and Response.

Most of the bill would fund transportation and highway maintenance. However, one of the proposed increases, a half a penny per gallon increase to a refined fuel surcharge, would provide the revenue needed to maintain an adequate prevention program for the state and its ability to respond to major oil spills. As of summer 2021, the bill appeared to have bipartisan support and the Council is hopeful it will pass in 2022.

Hilcorp and Harvest Buyout of BP Pipelines (Alaska)

BP Pipelines (Alaska) sold their Alaska assets to Harvest Alaska, an affiliate of Hilcorp, in 2020, including 49% ownership of the terminal. This sale represents a major change in the oil industry in our state. Several federal and state agencies have oversight roles, however, the Council remains concerned that the lack of publicly available financial and operational information sets a dangerous precedent for public transparency and trust. The release of this detailed information is necessary for the public to know whether the company is financially fit, willing, and able to safely and reliably operate and maintain the terminal, as well as the oil spill prevention and response system.

Who Pays for an Oil Spill?

In 2021, the Council worked to better understand who is liable when an oil spill occurs. The answer is not as simple as it may seem, as the legal responsibility for cleaning up a spill and paying for that cleanup can fall to different entities. There are also differing requirements between Alaska laws and Federal laws. More information at www.tinyurl.com/ResponsibleParty

RESOURCES TO SUPPORT RESPONDERS AND COMMUNITIES

RESOURCES TO SUPPORT

Several projects from this year will help support local communities and spill responders.

Updated Guide: Coping with Technological Disasters

In 2021, an update was completed to the Council's award-winning guide for dealing with an oil spill, *"Coping With Technological Disasters - A User-Friendly Guidebook."* This guide, first developed after the 1989 Exxon Valdez oil spill, contains science-based strategies to help ease the impacts and disruptions to communities affected by technological disasters like an oil spill.

Guide and Appendices: www.tinyurl.com/CopingWithDisasters

Resources to Support Regional Stakeholder Committee

In 2021, the Council created web-friendly materials to support a Regional Stakeholder Committee, which is unique to Alaska. During a large spill, the Unified Command may set up this committee and invite groups affected by the incident to participate. Committee members get an opportunity to meet with the response decision-makers to discuss local concerns and help identify resources that could be useful to the response. The materials and associated toolkit were developed to help make the process more consistent and productive.

More information and the materials at: www.pwsrcac.org/RSC

How has Subsistence Harvest Changed Over Time in the Exxon Valdez Oil Spill Region?

Council staff and researchers from the Alaska Department of Fish and Game recently completed a joint project to assess how the subsistence harvest of natural resources has changed over time in Exxon Valdez oil spill impacted communities. Researchers analyzed subsistence harvest data collected from 1984 through 2014 in the communities of Cordova, Chenega, Tatitlek, Port Graham, and Nanwalek. The researchers found that over time fewer households were collecting the majority of natural resources in those communities.

Download the full report: www.tinyurl.com/SubsistenceOverTime

ALWAYS READY TO RESPOND

CHAMPION

The Council, industry, and regulators work hard to prevent oil spills, but the risk cannot be eliminated entirely. A quick and effective response takes more than volumes of carefully written and reviewed contingency plans. It requires equipment, trained people, and a management system to implement the plan.

The Council monitors the operational readiness of SERVS and the tanker companies. The Council also works hard to stay prepared as an independent monitor and as a voice for citizens affected by a spill.

OIL SPILLS AND INCIDENTS

The Council monitors spills and other incidents that occur from the Valdez Marine Terminal and tanker operations. Fortunately, because spill prevention efforts in Prince William Sound are among the best in the world, significant events are rare. More common are minor spills, usually a teaspoon or less, related to normal daily operations. The Council tracks these incidents and provides advice where possible to prevent small problems from becoming larger issues.

From July 2020 through June 2021, a total of 11 spills were reported. The majority were relatively small amounts of petroleum products such as hydraulic fluid or lube oil. Two larger hydraulic fluid spills (between 25 and 50 gallons each) reached both water and containment in July 2020. In May of 2021, there was a 200-gallon spill of 37% hydrochloric acid at the terminal's Ballast Water Treatment tanks due to the failure of a storage tote. Less than a gallon of that hazardous substance made it directly to water; the rest was spilled on land to an area of gravel and stormwater drainage.

Continued Monitoring: Response to April 2020 Spill at the Terminal

In April 2020, oil spilled from an overflowing sump at the terminal, estimated at over 1,400 gallons. While most of the spill response was conducted in spring/early summer of 2020, work for the mitigation, cleanup, and monitoring of the impacted areas is still ongoing and tracked by the Council. More about the ongoing monitoring on pages 13-14.

Allision Between Edison Chouest's Tug Courageous and the Tanker Polar Endeavour

In January 2021, the escort tug Courageous allided with the tanker Polar Endeavour, which was at berth at the terminal. The tug Courageous is owned and operated by Edison Chouest Offshore, the contractor who provides spill prevention and response services for Alyeska.

While the formal investigation has not yet been completed, Alyeska has provided some updates to the Council, noting that it appeared likely that the incident was caused by human error. The fully loaded Polar Endeavour was significantly damaged, though no oil was spilled.

MONITORING DRILLS AND EXERCISES

The Council observes and monitors spill response drills, exercises, and trainings that test aspects of the oil spill contingency plans for the terminal and tankers. Some are small (focusing on specific pieces of equipment or tactics), but a few are large, involving a hundred or more personnel and a large amount of response equipment. These events help to ensure responders are ready and able to act quickly in the event of a real spill.

Major Annual Spill Exercises

Council staff attended five drills and exercises this past year, including:

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The Council's drill monitoring reports provide citizens, regulatory agencies, and oil spill responders with information about readiness as well as recommendations for improvement: www. tinyurl.com/DrillReport2020

- emergency towing exercise with a foreign tanker
- two open water oil recovery exercises
- · a mostly virtual large-scale tabletop exercise
- the annual tabletop and field deployment exercise for the terminal

Due to the pandemic, exercises and trainings were modified and Council staff and regulators could not observe as normal. While this was prudent, it did result in reduced monitoring.

First Large-Scale Virtual Drill

The largest exercise in the past year was the annual Prince William Sound shipper's exercise conducted by Polar Tankers and ConocoPhillips in March of 2021. This was the first large-scale exercise ever conducted virtually in this region. Hundreds of people participated remotely.

Given the challenges with moving this large event online, the drill went smoother than expected. All drill objectives were met and the Council provided input for areas of improvement. It's likely virtual or hybrid drills will continue.

On-Water Exercises

Because of limited access due to the pandemic, the Council chartered a vessel to observe three exercises of particular importance, including:

- A SERVS-initiated no-notice drill of the rapid response vessel fleet to work with an open water barge.
- A towing exercise involving the foreign tanker Los Angeles Spirit. With the recent increase of foreign tankers calling at the terminal (see page 7), the Council has suggested these vessels participate in exercises like this one.
- In spring 2021, an exercise tested the scenario of a worst-case discharge from the terminal, including field and tabletop portions.

Council staff are hopeful that normal exercise observations will resume soon.

Annual Fishing Vessel Training

The annual training for fishing and other contracted vessels occurred with modifications. Lectures were pre-recorded and accessed online. Equipment instruction, normally done on land, was done on the water to reduce direct interaction. The Council understands the current need for safety precautions and appreciated the opportunity to review the virtual lecture material.



Per directives in the Oil Pollution Act of 1990, the Council monitors terminal operations and maintenance to help minimize the risk of spills and reduce the facility's discharge or emissions of water and air pollution to the lowest reasonable levels. The Council also conducts scientific research on risks to the environment from tanker and terminal operations, documents levels of pollution, and explores new technologies and the costs or benefits associated with their use.

LONG-TERM ENVIRONMENTAL MONITORING

Every year, the Council collects environmental samples and has them chemically analyzed for oil contamination related to the operation of the Valdez Marine Terminal. As planned, the Council collected samples of blue mussels, marine sediments, and special plastic strips (called passive sampling devices) for analysis.

Additional monitoring was conducted in Port Valdez in response to the April 2020 oil spill from the Valdez Marine Terminal (see page 11).

View results from 2020 sampling: www.tinyurl.com/LTEMPSampling2020

Study of new sampling method: www.tinyurl.com/MusselStudy

RESULTS FROM THIS YEAR

Impacts from April 2020 Terminal Spill

Concentrations of oil in the mussels near the spill site were very high, as would be expected after such an event. Passive sampling devices near the spill site showed contamination levels high enough to be toxic to Pacific herring.

Regular Sampling Results Show Port Valdez "Exceptionally Clean"

Elsewhere, oil contamination remained low. Analysis of mussels showed that, aside from the spill site, Port Valdez was "exceptionally clean" compared to other parts of Alaska and the United States. Results from passive sampling devices showed concentrations of oil contamination "below published toxic effects thresholds for aquatic organisms."

As in recent years, the marine sediment showed relatively low levels of oil contamination in Port Valdez, but contamination from the Valdez Marine Terminal could still be detected.

New Environmental Sampling Method Studied

In 2019 and 2020, the Council tested whether transcriptomics (genetic analysis) could be used to monitor for oil contamination. Certain genes in mussels are associated with crude oil pollution and other environmental stressors. This testing showed that contamination appeared more often in Port Valdez compared to clean sites. The Council's Scientific Advisory Committee supported the continued use of this type of analysis in 2021.

CHEMICAL DISPERSANTS

Chemical dispersants are intended to disperse spilled oil into the water column rather than leave it floating on the surface in a slick. Until dispersant effectiveness is demonstrated in our region and shown to minimize adverse environmental effects, the Council does not support their use.

Monitoring the Science on Dispersants

This year, the Council updated its list of research articles about chemical dispersants. The 1,770 articles include research from 1981 through 2021. A new supplemental report summarizes research published between 2017 and 2021. These sources of information will help the Council consider future updates to its chemical dispersants position. Both the bibliography and the supplemental report are available on the website at www.tinyurl.com/Dispersants2017-2021.

MONITORING FOR MARINE INVASIVE SPECIES

Tankers can carry invasive species in ballast water or attached to their hulls. If these species become established in a new location, they can harm local, native species and their habitat. The Council monitors for invasive species introduced by Prince William Sound oil tankers. These tankers visit ports outside of Alaska, particularly in California and Washington, that contain invasive species of concern to our region.

The biggest concerns are the European green crab, a voracious predator that has invaded ports in the Pacific Northwest in the U.S. and Canada, and tunicates, or "sea squirts," that can blanket other organisms. Additional threats include bryozoans, barnacles, copepods, snails, and other marine invertebrates.

To date, European green crab have not been found in either Port Valdez or Cordova. Individual invasive bryozoans, tunicates, and barnacles have been found in the past, but the Council found no new invasive species this year.

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The Council cultivates relationships with its 18 member entities, which include communities within the region affected by the 1989 Exxon Valdez oil spill as well as aquaculture, commercial fishing, environmental, Alaska Native, and tourism groups.

COMMUNITY OUTREACH

In normal years, staff and volunteers visit communities in the Council's region to host receptions and participate in events that increase citizen engagement in our work.

While the pandemic prevented any in-person outreach or community visits, some of the Council's regular venues adapted to a virtual setting, giving a new and unique format for outreach. Among these:

• The Alaska Forum on the Environment shifted its normal one-week conference to a year-long lecture series; the two sessions organized by the Council were among the highest viewed content.

- Intern Mia Siebenmorgen Cresswell presented on European green crab monitoring efforts to a "packed" virtual audience hosted by the Wrangell Institute for Science and the Environment, to rave reviews.
- The Prince William Sound Natural History Symposium occurred virtually for the second year in a row, reaching 260 participants.

Meanwhile, Council volunteers met via videoconference in October 2020 and February 2021 for Volunteer Connections, a time to informally swap stories, laugh together, and keep connections strong. The Council looks forward to reconnecting with our communities and volunteers in person as COVID-19 restrictions ease and precautions allow.

ENGAGING THE NEXT GENERATIONS TO PROTECT PRINCE WILLIAM SOUND

Funding Youth Education Programs

The Council supports our partners' youth programs on topics related to the Council's mission. These hands-on programs teach all ages about oil spill prevention and response, citizen oversight, response capabilities in Prince William Sound, and more. This year, the Council supported virtual education programs, helped with virtual competition judging, met with teachers via videoconference, and assisted our partners to adjust their programs to the rapidly changing pandemic protocols.

Interns Help Council Achieve Our Mission

The Council recruits interns to complete projects that incorporate career development opportunities.

Cordova monitor

The longest standing internship, monitoring Cordova harbor for invasive green crab and tunicates, welcomed back Mia Siebenmorgen Cresswell from Cordova for the 2020 field season.

Alaska Oil Spill Lesson Bank

The Council's collection of educational lesson plans received a major update thanks to intern Rosie Brennan. The K-12 lessons teach students about the importance of preventing pollution from petroleum products, specifically crude oil spills.

Previously, the lessons were updated to meet state and national science standards, making it easier for teachers to find lessons that meet their classroom needs. Brennan further refined the lessons and standardized them into an easy-to-use template, among other improvements. The lessons have been prepared for a searchable, online database that will launch later in 2021.

THE OBSERVER NEWSLETTER



Our regional newsletter covers Council activities, developments in the oil transportation industry, and news about policy and operational issues related to marine oil transportation in Prince William Sound. Subscribe by email at www.tinyurl.com/TheObserverPWS.

GOVERNMENT RELATIONS

The Council monitors state and federal administrative and agency actions, legislation, and regulations that relate to terminal and tanker operations or to oil spill prevention and response. To help track developments and formulate legislative priorities and responses, the Council retains state and federal legislative monitors under contract.

Over the past year, the Council's Legislative Affairs Committee focused on:

- Promoting the sustainability of the Oil Spill Liability Trust Fund and allowing it to be used for prevention activities
- Repair and replacement of the antiquated radar system in Prince William Sound (See page 7)
- Sustainable funding for the Alaska Department of Environmental Conservation's Spill Prevention and Response Division (See page 9)
- Monitoring Alaska House Bill 54 which would establish an Alaska Invasive Species Council

RECERTIFICATION

The U.S. Coast Guard certifies the Council as the federally approved citizens' advisory group for Prince William Sound, pursuant to the Oil Pollution Act of 1990. Under the annual recertification process, the Coast Guard assesses whether the Council fosters the general goals and purposes of the Act and is broadly representative of the communities and interests as envisioned in the Act.

The Council has been the certified group since 1991.

BOARD CONTRACTOR OF THE STATE O

Each member entity chooses one representative to our Board. The lone exception is Valdez, which has two representatives, giving our Board a total of 19 members. The Board meets three times a year. While all Council meetings have been held virtually during the pandemic, normally the January meeting is in Anchorage, the May meeting is in Valdez, and the September meeting rotates among other member communities in the oil spill region. Members are current as of June 30, 2021.

BOARD OF DIRECTORS

Officers:



Robert Archibald *President* City of Homer



Robert Beedle Member-at-large City of Cordova



Amanda Bauer Vice-President City of Valdez



Ben Cutrell Member-at-large Chugach Alaska Corporation



Bob Shavelson Secretary Oil Spill Region Environmental Coalition



Rebecca Skinner *Member-at-large* Kodiak Island Borough



Wayne Donaldson *Treasurer* City of Kodiak

Members:



Mike Bender City of Whittier



Nicholas Crump Prince William Sound Aquaculture Corporation



Patrick Domitrovich City of Seward



Patience Andersen Faulkner Cordova District Fishermen United



Mako Haggerty Kenai Peninsula Borough



Dorothy M. Moore City of Valdez



Luke Hasenbank Alaska State Chamber of Commerce



Angela Totemoff Community of Tatitlek



Elijah Jackson Kodiak Village Mayors Association



Michael Vigil Chenega Corporation & Chenega IRA Council



Melvin Malchoff Jr. Port Graham Corporation



Kirk Zinck City of Seldovia

Ex-Officio Board Members (Non-Voting)

AK Dept. of Environmental Conservation Allison Natcher

AK Dept. of Fish & Game/Habitat Division Lee McKinley

AK Dept. of Natural Resources Anthony Strupulis

Bureau of Land Management Greg Bjorgo

National Oceanic & Atmospheric Administration Catherine Berg

Oil Spill Recovery Institute W. Scott Pegau Div. of Homeland Security & Emergency Management Kevin Reeve

U.S. Coast Guard/Marine Safety Unit Valdez Cmdr. Patrick Drayer

U.S. Dept. of the Interior Phillip Johnson

U.S. Environmental Protection Agency Beth Sheldrake

U.S. Forest Service Steve Namitz

ADVISORY COMMITTEES

Five standing committees advise the Board of Directors and Council staff on projects and assist staff on individual projects. These committees are made up of interested citizens, technical experts, and members of the Council's Board.

Current as of June 30, 2021

Scientific Advisory

Mission: Promote the environmentally safe operation of the terminal and tankers through independent scientific research, environmental monitoring, and review of scientific work

Davin Holen Chair Anchorage

Roger Green Toronto

John Kennish

Anchorage

Sarah Allan Vice-Chair Anchorage

Debasmita Misra Fairbanks

Wei Cheng Anchorage

Dorothy Moore Valdez*

Wayne Donaldson Kodiak*

Terminal Operations and Environmental Monitoring

Mission: Identify actual and potential sources of episodic and chronic pollution at the Valdez Marine Terminal

Amanda Bauer Chair Valdez*

Patrick Tomco Anchorage

Harold Blehm

George Skladal Vice-Chair Anchorage

Valdez Steve Goudreau

Valdez

Mikkel Foltmar Anchorage

Tom Kuckertz Anchorage

Matt Cullin Anchorage

Information and Education

Mission: Foster public awareness, responsibility, and participation through information and education

Trent Dodson Chair Kodiak

Savannah Lewis Vice-Chair Anchorage

Andrea Korbe Whittier

Cathy Hart Anchorage

Oil Spill Prevention and Response

Mission: Minimize the risks and impacts associated with oil transportation through strong spill prevention and response measures, adequate contingency planning, and effective regulations

Jim Herbert Chair Homer

John LeClair Vice-Chair Anchorage

David Goldstein Whittier

Gordon Scott Girdwood

Kenai

Jane Eisemann

Patience Andersen

Kate Morse

Cordova

Faulkner

Cordova*

Valdez

Ruth E. Knight

Kodiak

Robert Beedle Cordova*

Skye Steritz Cordova

Port Operations and Vessel Traffic Systems

Mission: Monitor port and tanker operations as well as the vessel escort system in Prince William Sound and recommend improvements in the vessel traffic navigation system

Steve Lewis Chair Anchorage

Vice-Chair

Valdez*

Amanda Bauer

Gordon Terpening Homer

Orson Smith Seward

Robert Archibald Homer*

* Member of Board of Directors

Jerry Brookman

Mike Bender

Whittier*



New staff member Danielle Verna sampling the waters of Prince William Sound for pollution from the terminal and tanker system.

Executive Director Donna Schantz

Executive Assistant Jennifer Fleming

Administrative Assistants Leigh Lubin Natalie Novik

Project Manager Assistants Nelli Vanderburg Hans Odegard Project Managers Amanda Johnson Austin Love Roy Robertson Jeremy Robida Alan Sorum Linda Swiss Danielle Verna

Outreach Coordinator Betsi Oliver Financial Manager Gregory Dixon

Director of Programs Joe Lally

Director of Communications Brooke Taylor

Director of Administration Walt Wrede



PHOTO CREDITS

Key – t:top, b:bottom, c:center, r:right, l:left

Cover photo of Galena Bay in Prince William Sound, Alaska taken by Austin Love. Love was collecting mussels to be analyzed as part of the Council's Long Term Environmental Monitoring Program. The vessel in the distance is the Auklet, operated by David Janka of Cordova.

Page 1: Austin Love

Page 3: Lisa Matlock

Page 5: Austin Love

Page 6: t: Diana Bouchard, b: Amanda Johnson

Page 8: Jeremy Robida

Page 9: Donna Schantz

Page 11: Jeremy Robida

Page 13: Kim Holzer

Page 15: Courtesy of Copper River Watershed Project

Page 17: Jeremy Robida

Page 20: Austin Love

Page 21: Nelli Vanderburg

PAPERS & REPORTS

2020 Annual Drill Monitoring Report (report) Citizens' Council. January 2021. Document number: 752.431.210128. DrillMon2020

2020 Prince William Sound Forage Fish Observations (report) Dr. Scott Pegau, Prince William Sound Science Center. September 2020. Document number: 900.431.200910. PegauForageRpt

Best Available Technology Assessment for the Hinchinbrook Entrance ETB (report) Glosten. April 2021. Document number: 801.431.200512.GlostenTowlineBAT

Comments on Alyeska Pipeline Service Company, Valdez Marine Terminal Oil Discharge Prevention and Contingency Plan, ADEC Plan #: 18-CP-4057 – Amendment 2020-1 (letter) Citizens' Council. July 17, 2020. Document number: 651.105.200717.ADECrfaiAddlCmts

Comments on Notice of Proposed Changes to Oil Pollution Prevention Requirements in the Regulations of Alaska Department of Environmental Conservation (ADEC), Aboveground Oil Storage Tank Standards (letter) Citizens' Council. February 2021. Document number: 500.105.210225. ADECtankRegs

Comments on Vessel Incidental Discharge National Standards of Performance, Docket No. EPA-HQ-OW-2019-0482 submitted to the US Environmental Protection Agency (comments) Citizens' Council. November 2020. Document number: 952.105.201124.EPAvidaCmts

Crude Oil Storage Tank 8 Maintenance Review and transmittal letter to Alyeska (report and letter) William Mott, Taku Engineering and Citizens' Council. March and June 2021. Document number: 559.431.210401.TakuTank8Maint and 500.105.210614.AlyeskaTank8

Letter alerting the Alaska Delegation (Senators Murkowski and Sullivan, and Representative Don Young) of an Alarming Increase of Oil Spill Risk Factors at the Valdez Marine Terminal and in Prince William Sound (letter) Citizens' Council. August 2020. Document number: 440.105.200814.AKDelRiskFactors

Letter in support of the Alaska Ocean Observing Systems (AOOS) proposal for "Implementation and Development of the Alaska Regional Coastal Ocean Observing System" (letter). Citizens' Council. November 2020. Document number: 653.105.201125.AOOSsupport

Letter to the Alaska Delegation (Senators Murkowski and Sullivan, and Representative Don Young) outlining serious deficiencies in the radar and VHF coverage of oil tanker and other maritime vessels transiting Prince William Sound (letter) Citizens' Council. October 2020. Document number: 440.105.201029.PWSradarVHSissue Letter to the Alaska Department of Environmental Conservation and Alyeska regarding the Resolution of 2017 Request for Adjudicatory Hearing on Alyeska Pipeline Service Company Valdez Marine Terminal Oil Discharge Prevention and Contingency Plan #18-CP-4057 - VMT C-Plan Amendment 2017-1 (letter) Citizens' Council. November 2020. Document number: 651.105.201125.AdjHearResolved

Letter to Representative Andy Josephson outlining the Council's support for HB 104 "An Act relating to vehicle registration and registration fees; relating to the motor fuel tax; and providing for an effective date" [which includes increasing the refined fuel surcharge to support the Spill Prevention and Response (SPAR) Division of ADEC] (letter) Citizens' Council. February 2021. Document number: 270.105.210226.JosephsHB104

Letters to the USCG 17 District Admiral and USCG Valdez Marine Safety Unit outlining the Council's current Marine Safety Projects in Prince William Sound (letters) Citizens' Council. April and June 2021. Document numbers: 400.105.210408.USCGmsprojects and 400.105.210602. USCGvdzProjects

Long-Term Environmental Monitoring Program: 2020 Sampling Results and Interpretations (report) Dr. James R. Payne and William B. Driskell. March 2021. Document number: 951.431.210401.2020AnnualRpt

Recovery of a Subsistence Way of Life: Assessments of Resource Harvests in Cordova, Chenega, Tatitlek, Port Graham, and Nanwalek, Alaska since the Exxon Valdez Oil Spill (report) Alaska Department of Fish and Game, Division of Subsistence. December 2020. Document number: 900.431.201201.adfgSWOLfull (full report) 900.431.201201. adfgSWOLsummary (report summary)

Review of Cathodic Protection Systems at the Valdez Marine Terminal and transmittal letter to Alyeska (report and letter) Keith Boswell of National Pipeline Services and Citizens' Council. April and June 2021. Document number: 559431210414.NPScpVMT and 500.105.210614.AlyeskaCPS

Using Mussel Transcriptomics for Environmental Monitoring in Port Valdez, Alaska: 2019 and 2020 Pilot Study Results (report) Lizabeth Bowen, Austin Love, Shannon Waters, Katrina Counihan, Brenda Ballachey, Heather Coletti, William B. Driskell, and James R. Payne. February 2021. Document number: 951.431.210217.MusslTrnscriptRpt

This is a sample of the reports, papers, and other materials produced or compiled by the Council in the past year. Please contact the Council for additional information and/or copies of materials.

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